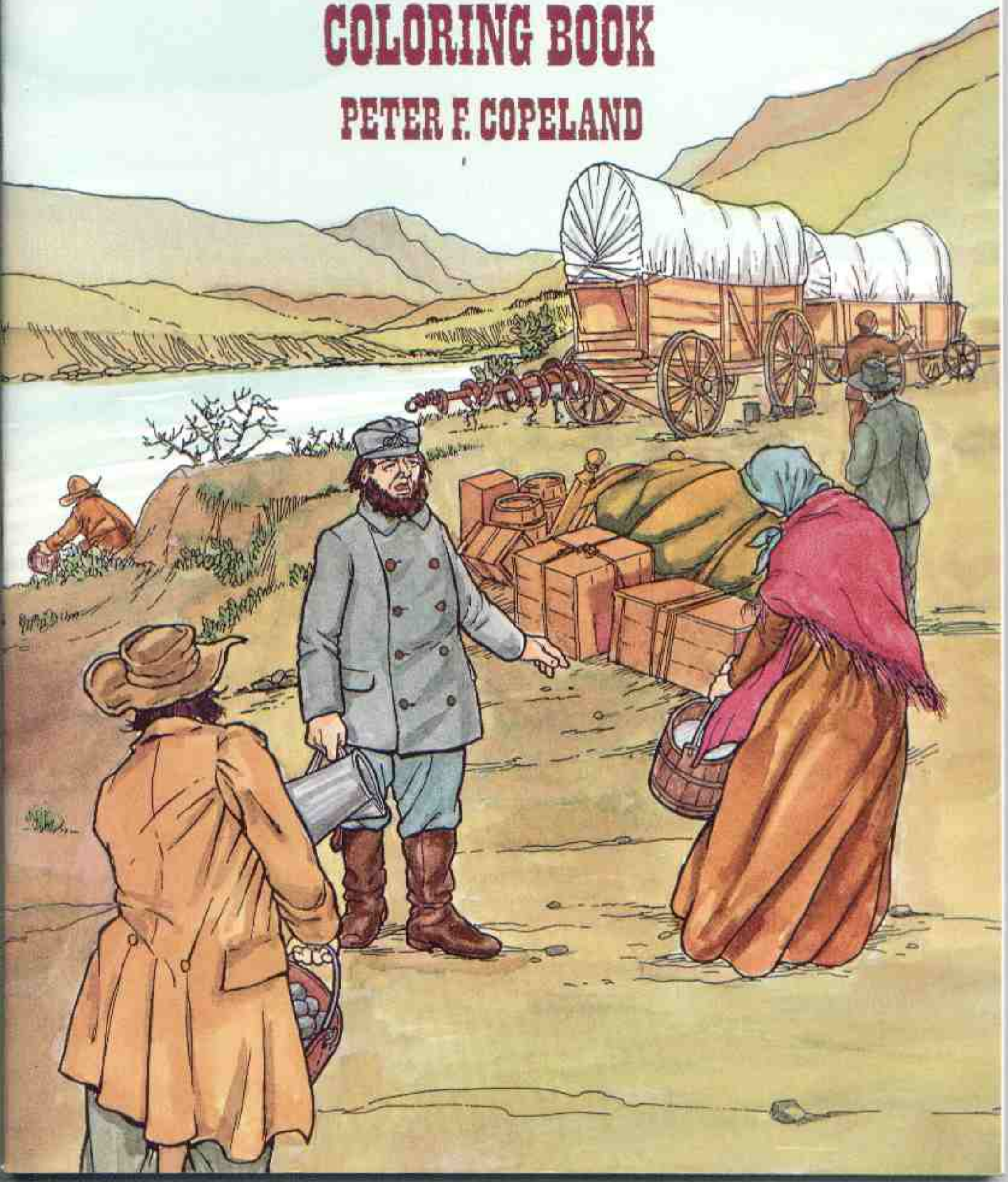
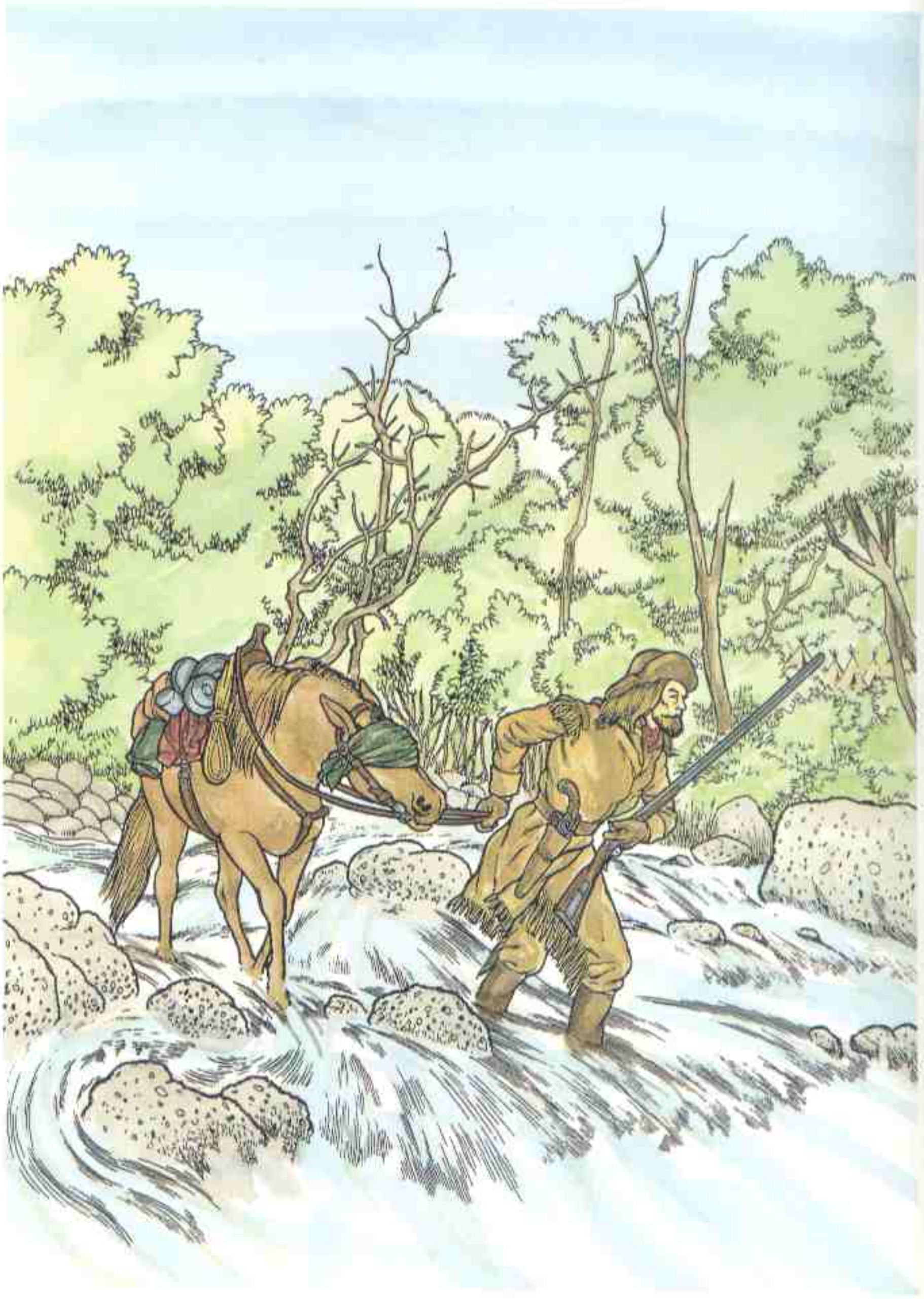
VISIT…

Dover Coloring Book

# WESTERN PIONEERS COLORING BOOK

PETER F. COPELAND





# Western Pioneers
## Coloring Book

Peter F. Copeland

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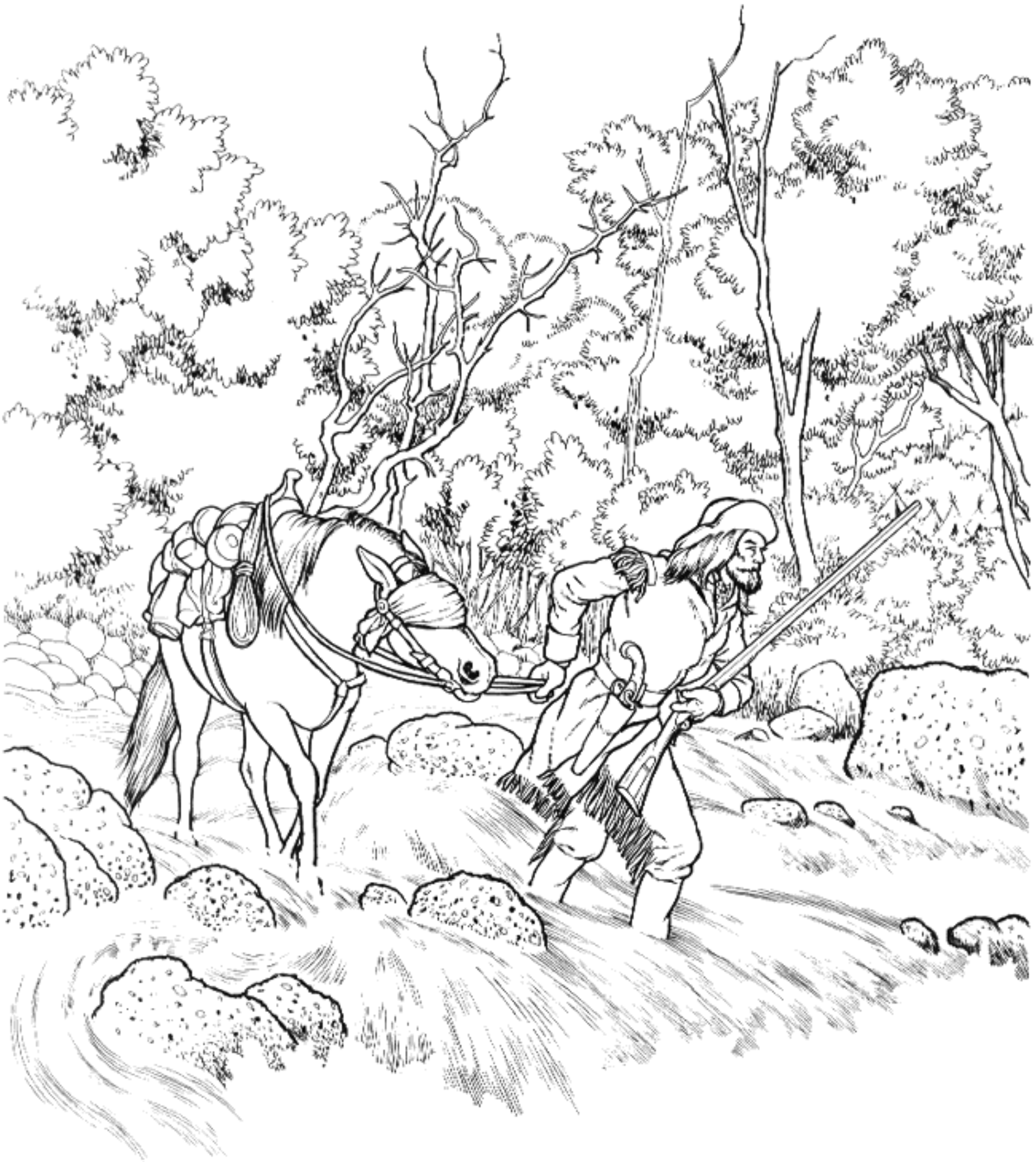
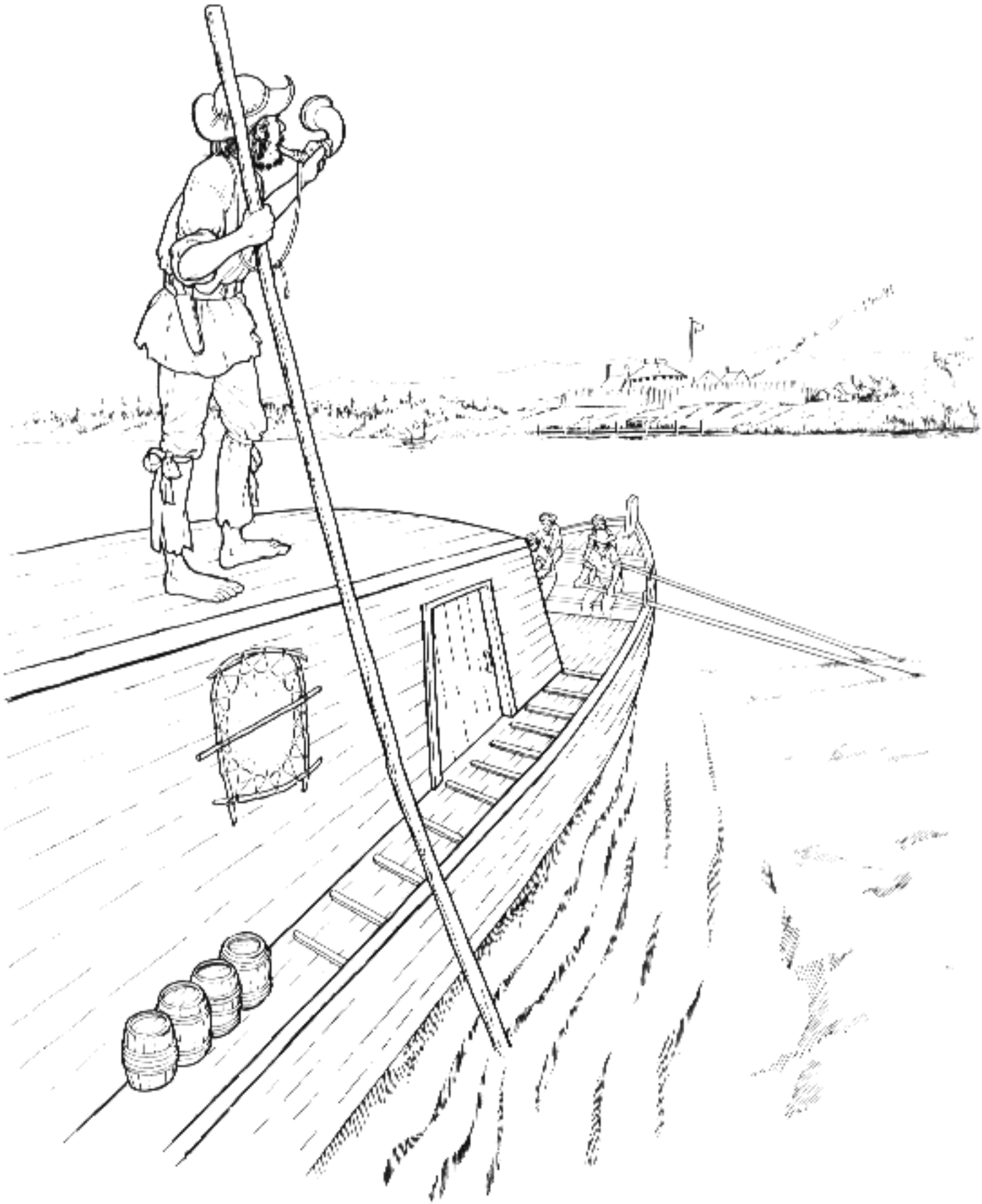
# Introduction

The United States of the 1840s was a nation with many of the problems that we know today—crowded cities, slums, crime, strikes and riots. Modern industrial America was in its infancy—steamboats sailed her waterways and railroads were beginning the task of linking up her major cities. It was a time of change, with emigrants from the east and from Europe following the trails blazed by explorers like Lewis and Clark and Zebulon Pike, searching for purer air, religious freedom or economic opportunity. Most of these settlers made the trek west in trains of covered wagons, sometimes 50 to 100 wagons strong, crossing the rolling plains, fording treacherous rivers and crossing mountains and burning deserts.

This great tide of wagon-borne immigrants traveled the National Road from the east to mid-continent, then north to the Oregon Trail, or south along the Santa Fe Trail, but ever west—west to Texas, the Great Salt Lake, Oregon, Colorado and California. Before this migration ended in the late 1890s, it had peopled the western territories with a breed of hardy pioneers determined to make a new and better life for themselves, and seen the continent spanned by a network of railways. It had also driven the Native Americans off their ancestral lands, decimated their tribes, killed the buffalo and destroyed a way of life that had existed for thousands of years. In the process of this great movement of triumph and tragedy, modern America came into being.

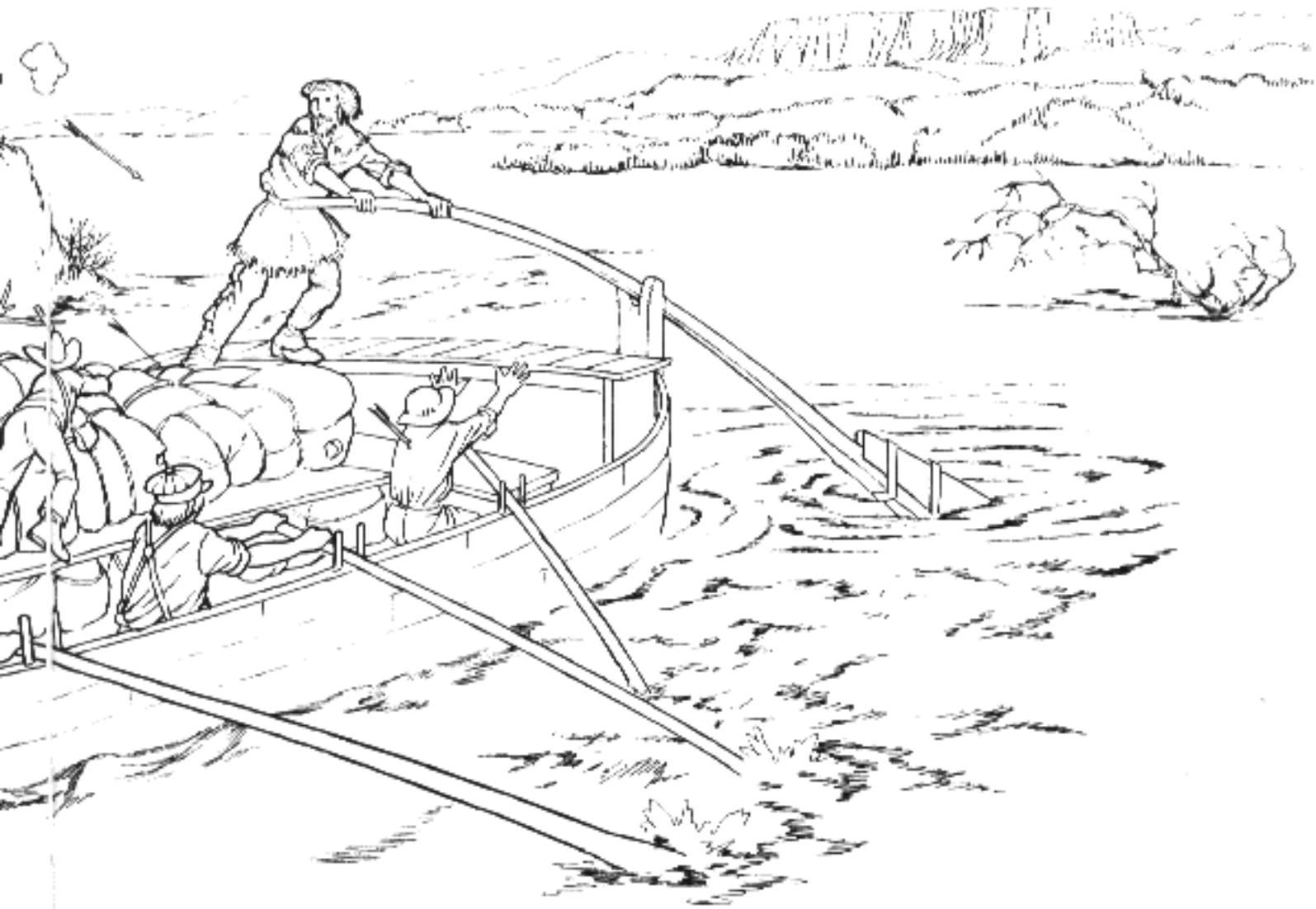


**A mountain man of 1845.** Among the earliest travelers to the Far West were the mountain men—hunters and fur trappers who ventured into the wilderness following the explorations of Lewis and Clark in 1806. Here a trapper leads his horse past a possibly hostile Indian village, relying on the noise of the stream to mask the sound of his passing.



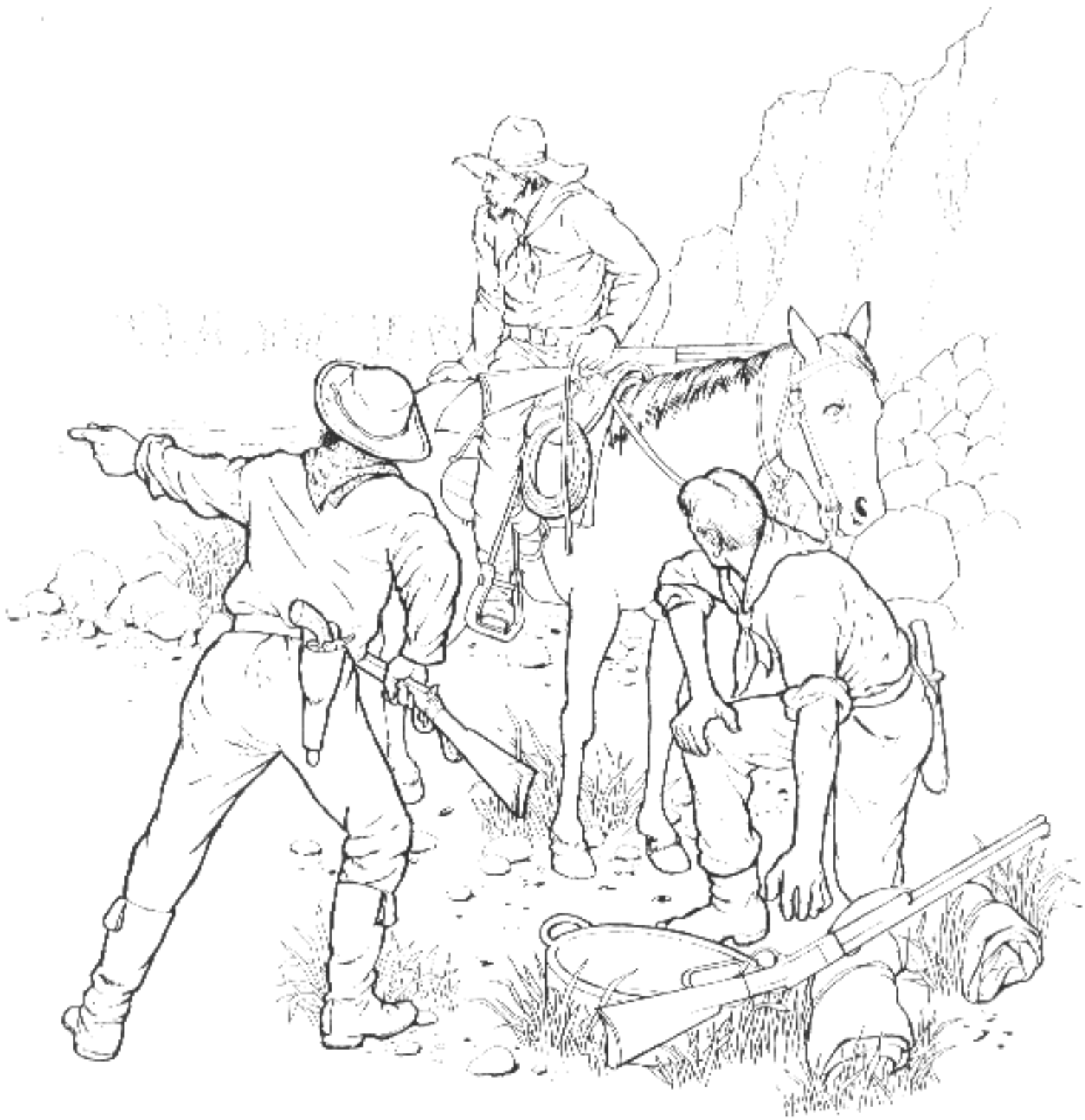
**A keelboat approaching a river town.** From the earliest days of Western exploration, the great Western rivers, the Missouri and the Mississippi, were the main thoroughfares to the frontier, carrying the mountain men to the rich fur-trapping lands of the Northwest. As this keelboat approaches a river town, the boatman sounds his trumpet to announce the arrival of cargo, mail and passengers.

**Fur traders attacked by Indians.** A keelboat loaded with trappers and their cargo of furs is ambushed by Indians



while carrying furs to market from the upper Missouri River to St. Louis, a journey of about two weeks.

**Mountain men in the Rockies.** By the mid-nineteenth century, extensive trapping had forced the mountain men to travel to the farthest reaches of the Canadian Rockies to hunt the last remaining mink, otter, beaver and sable.



**Gold prospectors preparing for an Indian attack.** Among the early travelers to the West were prospectors who followed the lure of gold and silver into often hostile Indian country.

**Prospectors in the Rocky Mountains.** These prospectors are undertaking a difficult journey through unmapped hills with all their possessions loaded into wagons pulled by

mules. The prospectors travel together for protection, but once the new diggings are reached, it will be every man for himself.

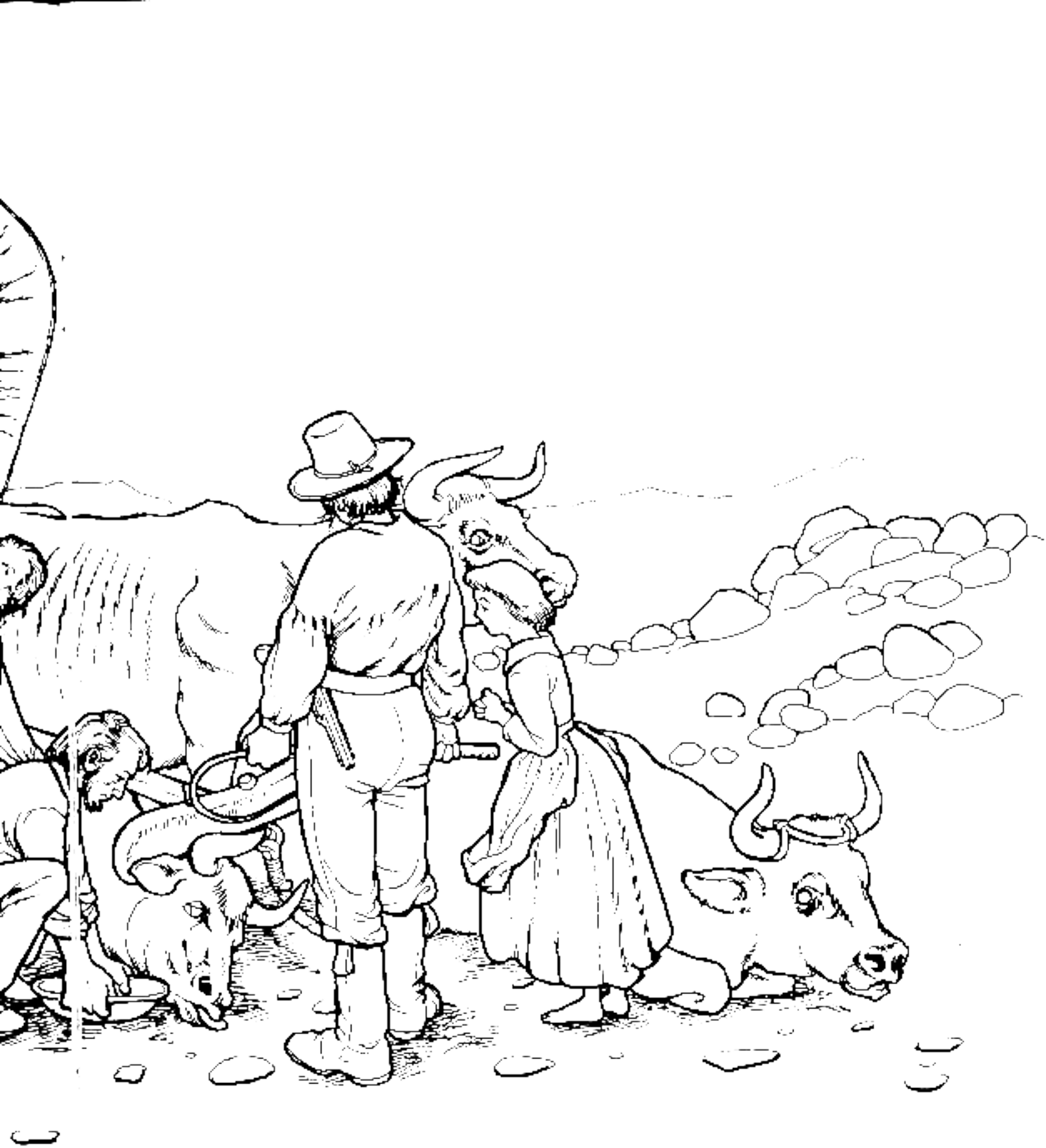
**An ore wagon in the mountains.** This ore wagon is carrying silver- or gold-bearing ore from a mountain mine to a mill where the precious metal will be extracted from the rock. The driver keeps his foot upon the brake lever to control the descent of the wagon.

**Emigrants leaving St. Joseph, Missouri.** St. Louis, St. Joseph and Independence, Missouri were the major starting points for the great wagon trains that traveled to the West from the 1840s to the end of the century. During the 1840s and 50s, the peak years of the Oregon Trail, thousands of emigrants came through these Missouri towns each spring.

**A wagon train on the prairie.** A mounted bugler summons the members of a wagon train to ready themselves for another day on the trail. Often wagon trains were formed by chance combinations of groups. Here a party of farmers and their families bound for Oregon has joined forces with a group of miners bound for the gold fields of California.

**Rescue of the Donner party.** George Donner and his wagon train left Independence, Missouri in the spring of 1846, bound for California. Traveling without an experienced guide, they found themselves in the Sierra Nevada mountains without adequate food or shelter, as the winter closed in around them. A nightmare of famine, insanity and cannibalism followed, and almost half the party were dead before help reached them in the spring.

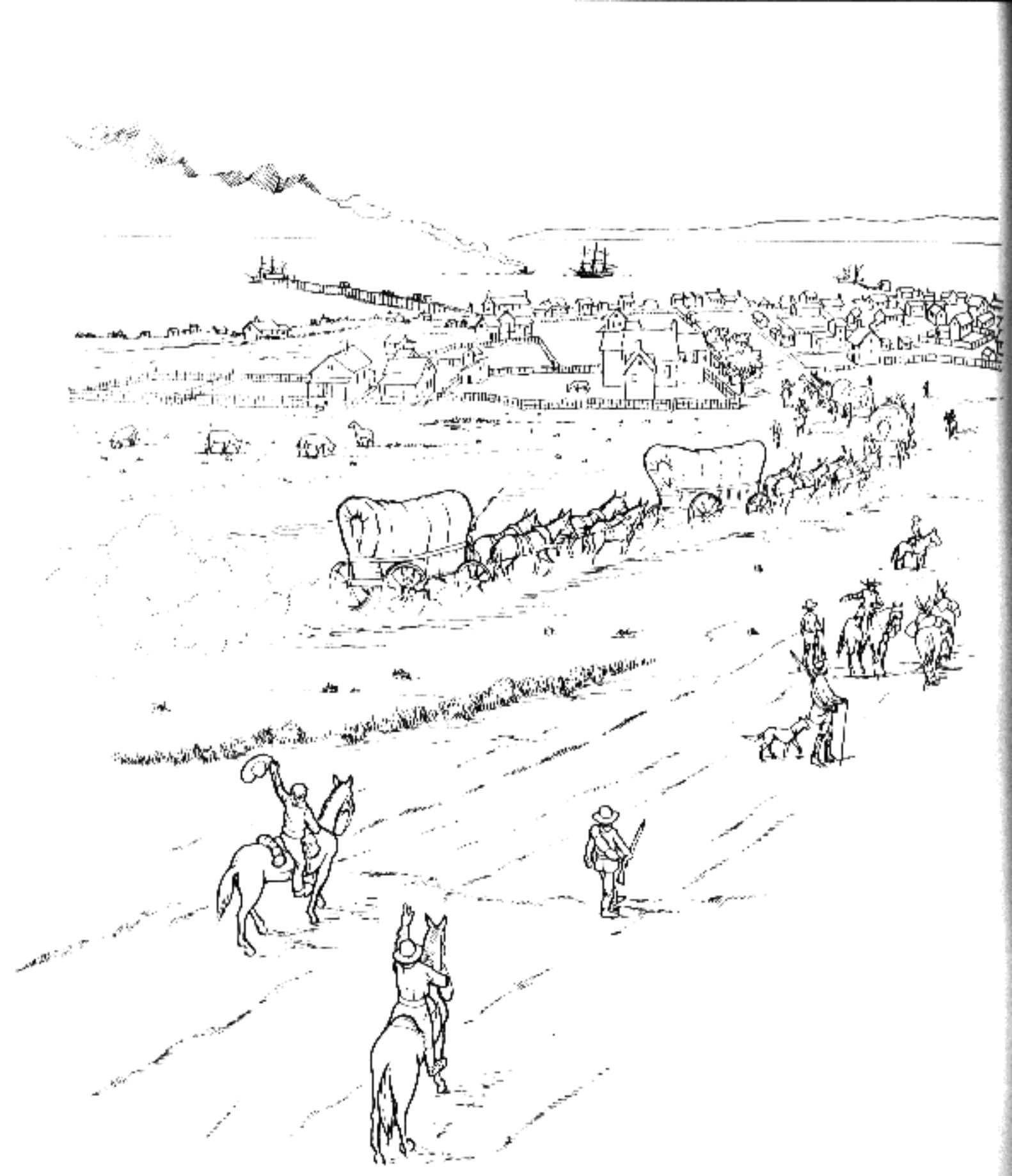
**Hard luck on the trail to California.** The collapse of this family's oxen could mean the loss of all their possessions and perhaps their lives as well — a truly frightening disaster to be faced alone out on the trackless prairie. The long trail



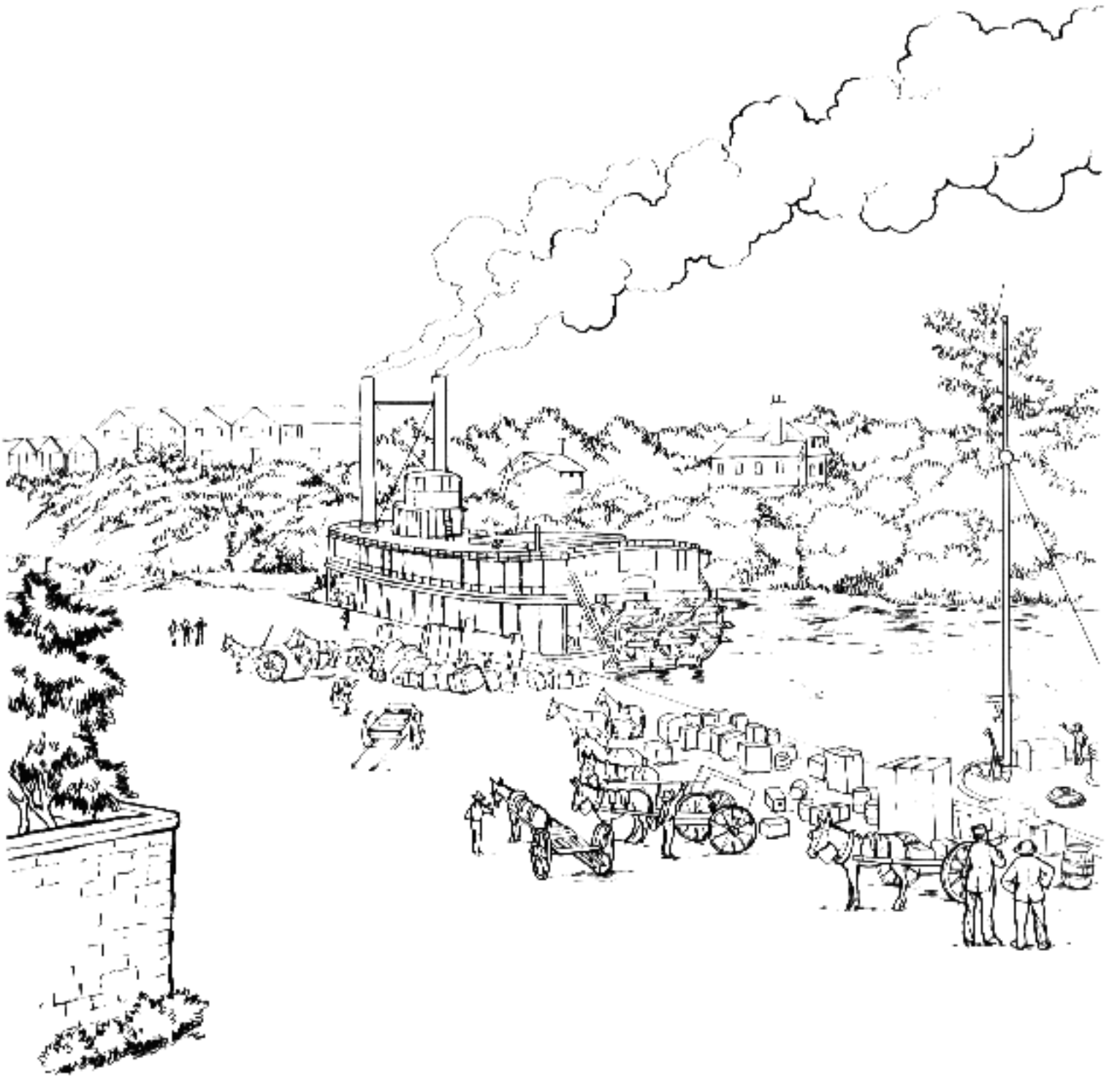
to California became known as "the trail of the moldering ox," as the settlers had no time to bury their animals that died along the way.

**Wagon train in the Rocky Mountains.** A wagon train prepares for another day struggling along the mountain trails. Covered wagons kept moving West to the very end of the frontier era. In 1890, the U.S. government opened 11 million acres of former Sioux land in South Dakota for settlement by homesteaders.

**A Mormon handcart company going West.** The Mormons began their trek to Utah under Brigham Young in 1846, using covered wagons. For reasons of economy, later groups of Latter Day Saints organized handcart companies. Two of the companies were caught in the mountain snowstorms during the winter of 1856 and more than 200 persons perished.



**Wagons from the Santa Fe Trail arrive at San Diego in 1873.** Rich surrounding farmland and a magnificent harbor would one day make the California seaport city of San Diego one of California's great cities.



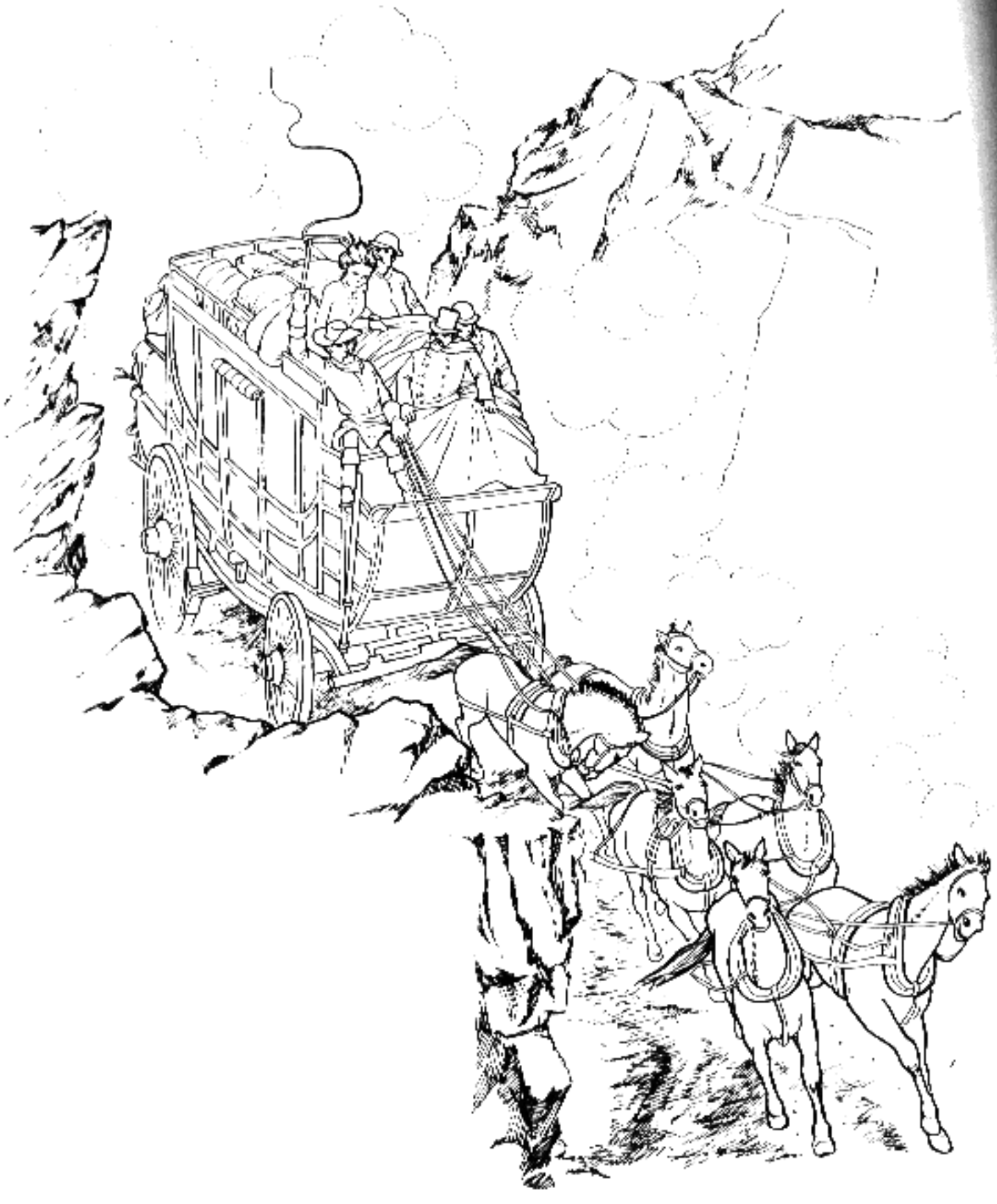
**A steamboat at Buffalo Bayou, Houston, Texas.** Texas enjoyed unchecked growth for several decades after it was readmitted to the Union in 1869. Immigration from the Eastern states and Europe flourished, the cattle industry grew on the plains of west Texas and the expansion of the railroads and the shipping industry made it feasible to ship Texas' produce around the country.

**Soldiers escorting an immigrant party.** Black soldiers of the United States Ninth Cavalry eject a party of Oklahoma Boomers (would-be settlers) from Indian territory in 1885. Within a few years, white settlers were finally allowed into the Indian territory and the great Oklahoma land rush followed.

**Road agents at work.** A dude from the east is robbed of his valuables by a rough-looking gang of stagecoach robbers near Leadville, Colorado in the early 1880s.

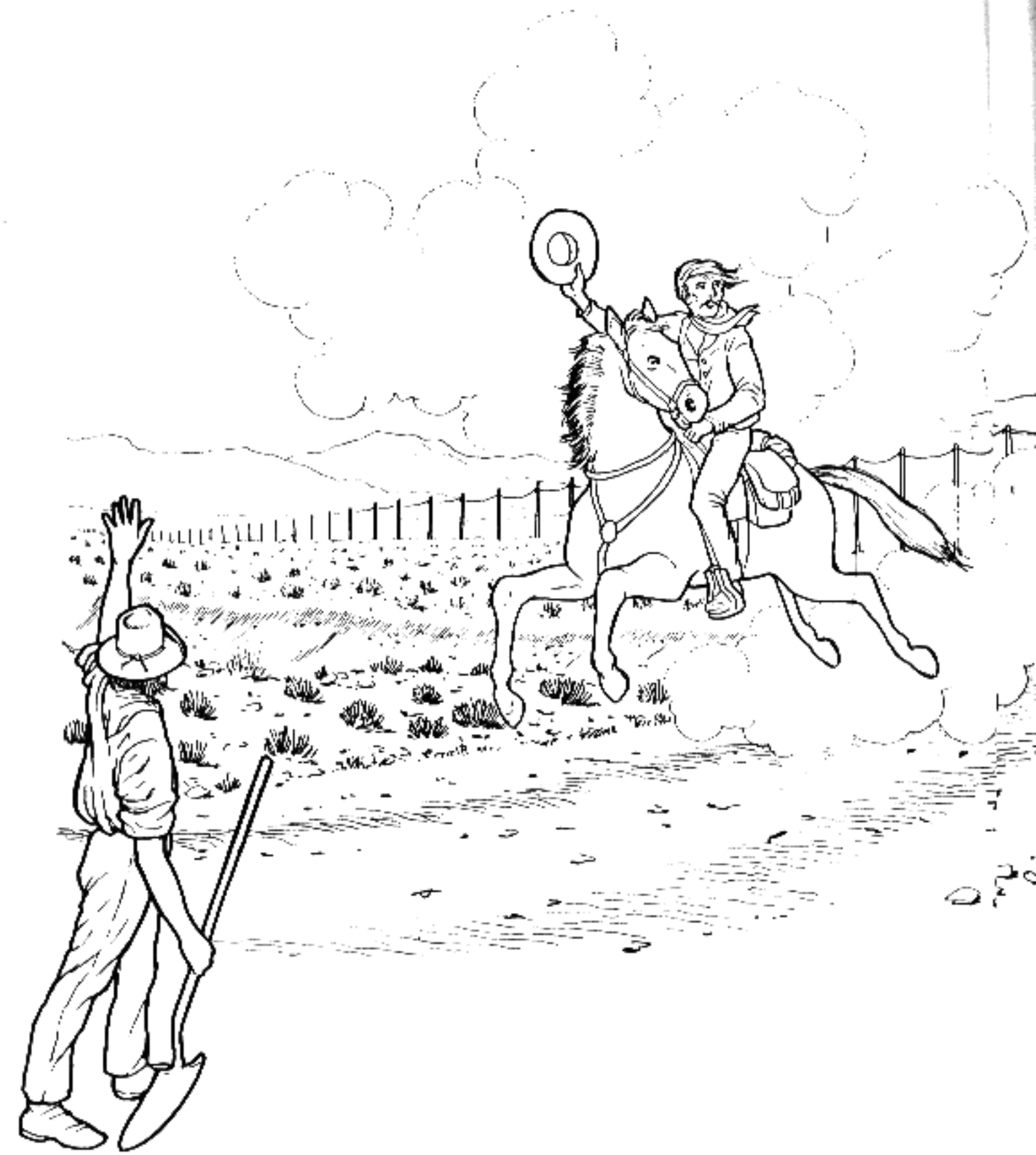
**Indians attack a stagecoach.** A journey by stagecoach in the 1860s was always uncomfortable and often dangerous. Subsidized by the United States government, John Butterfield built a mail and passenger service from Missouri

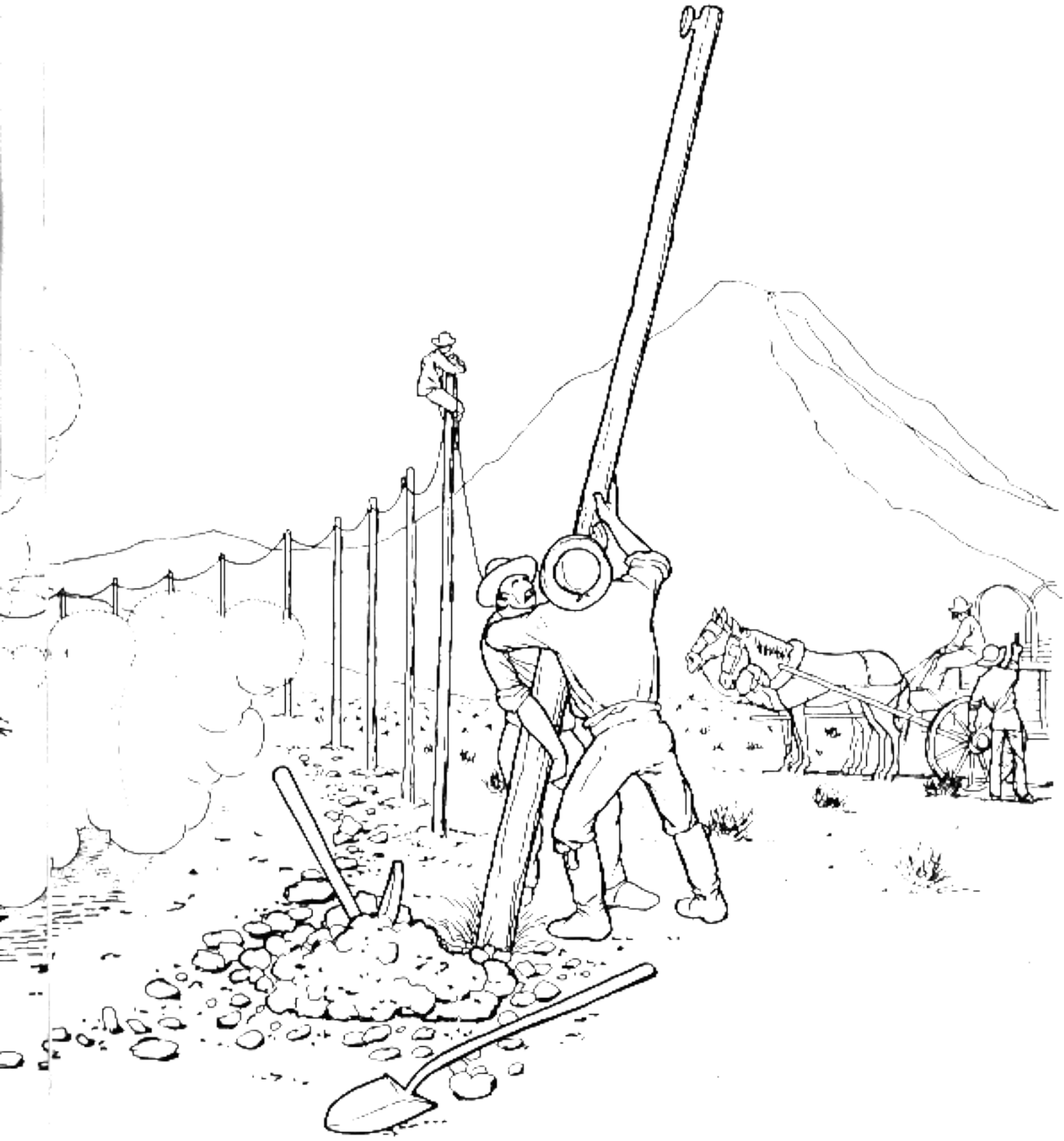
to the Pacific Ocean in 1857. The Butterfield Overland Mail carried a letter for ten cents and charged through passengers $200 each. Butterfield had 250 stagecoaches and wagons, 800 men, 1000 horses and 500 mules.



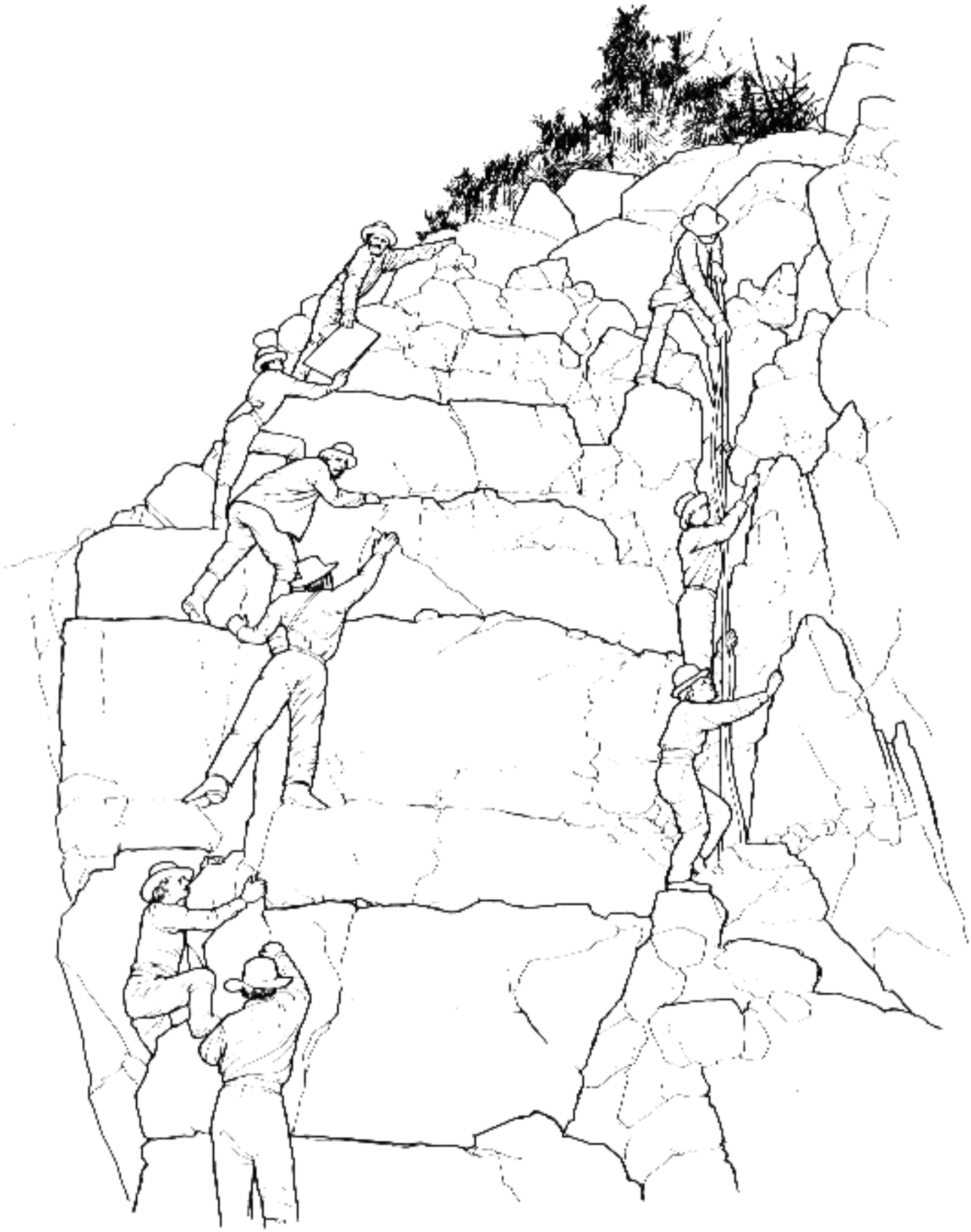
**A Butterfield stagecoach in the mountains.** A stagecoach driver had to be a highly skilled operator who could deal with hostile Indians, floods, sandstorms and thieves, and still get through with the mail, passengers and often a strongbox of valuables safe and intact. Horses on the Butterfield stage routes did about 15 miles before being changed for fresh animals.

**Camels in the West.** Two shipments of Egyptian camels arrived in Texas in 1856 and 1857 and were stationed with the Army at San Antonio, Texas. In 1857 a 25-camel caravan successfully completed a four month journey from Texas to Los Angeles. The Civil War interrupted the project and the camels were later auctioned off to private buyers. Camels were reported being sighted on the Western plains as late as 1905.



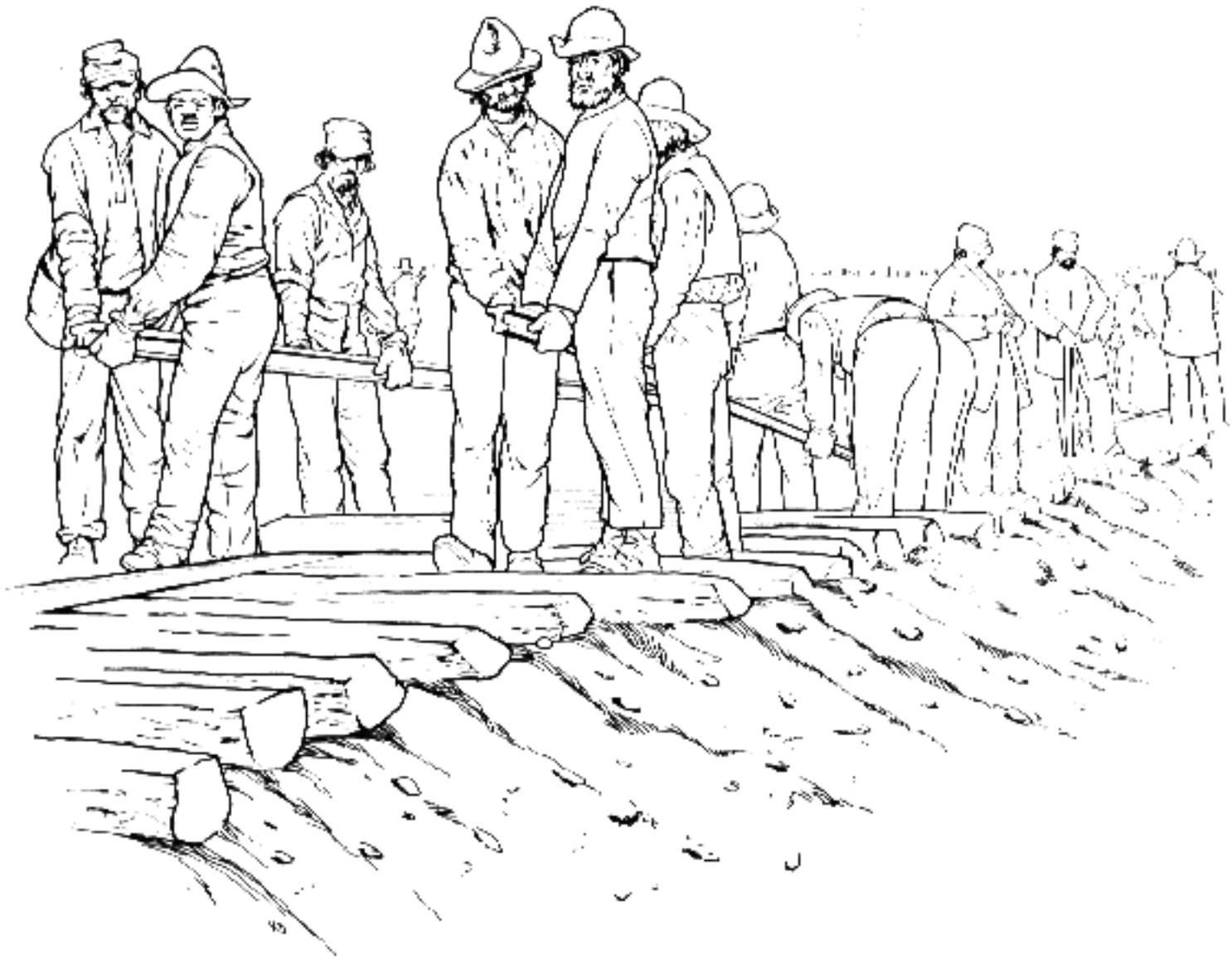


**Workmen erecting the first transcontinental telegraph lines.** A pony-express rider passes a crew of workmen erecting the first transcontinental telegraph lines in 1861, lines that would render the pony-express mail route obsolete.

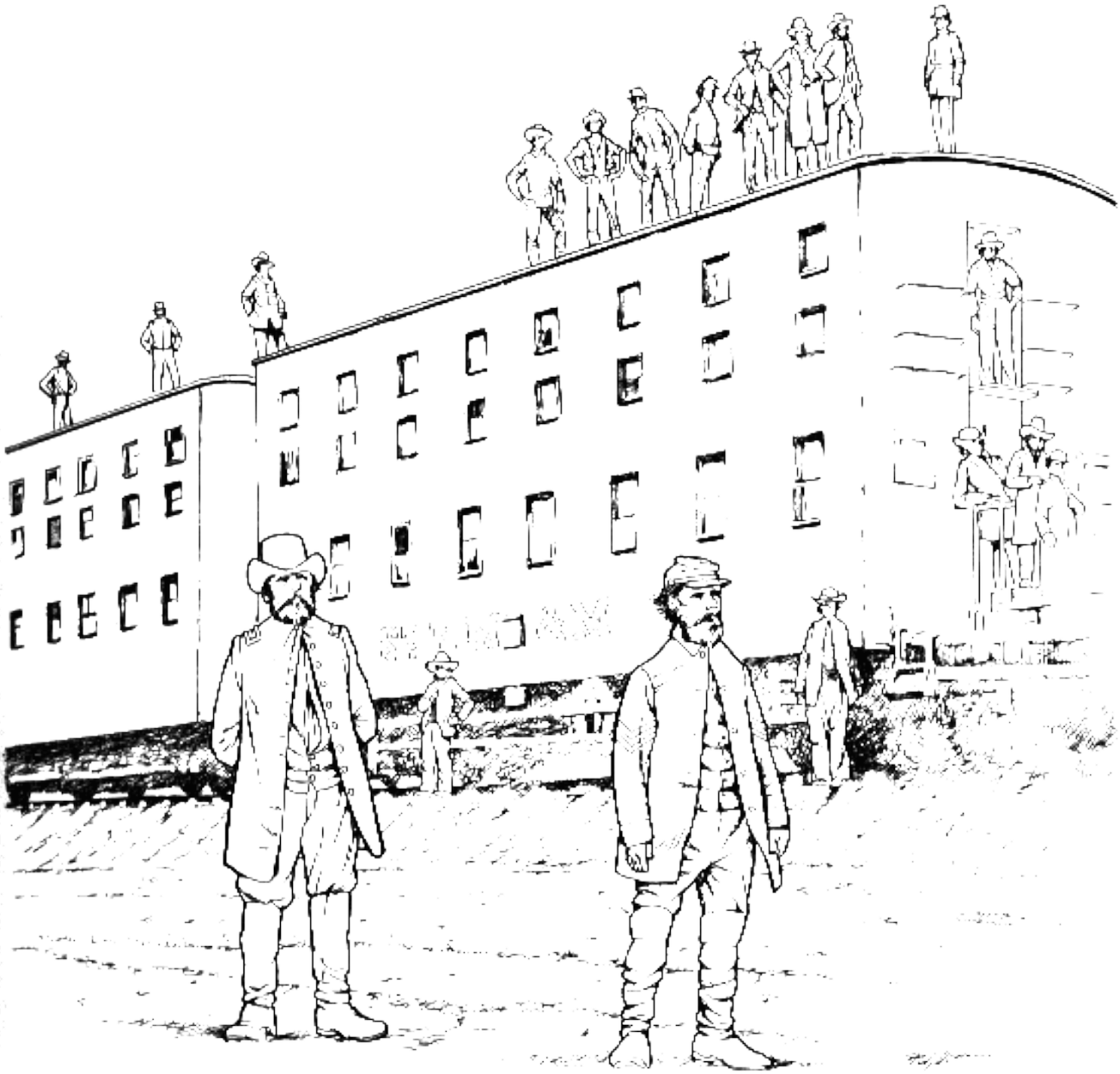


**Union Pacific surveyors at work.** The Pacific Railroad Act of 1862 stipulated that two railroads would be built—one east from California to mid-continent and the other from mid continent to the West—to meet somewhere on the plains, spanning the continent. The surveying crews who mapped the route endured danger and hardships, working in blizzards, suffering from stampeding buffalo, dust storms and hostile Indians.

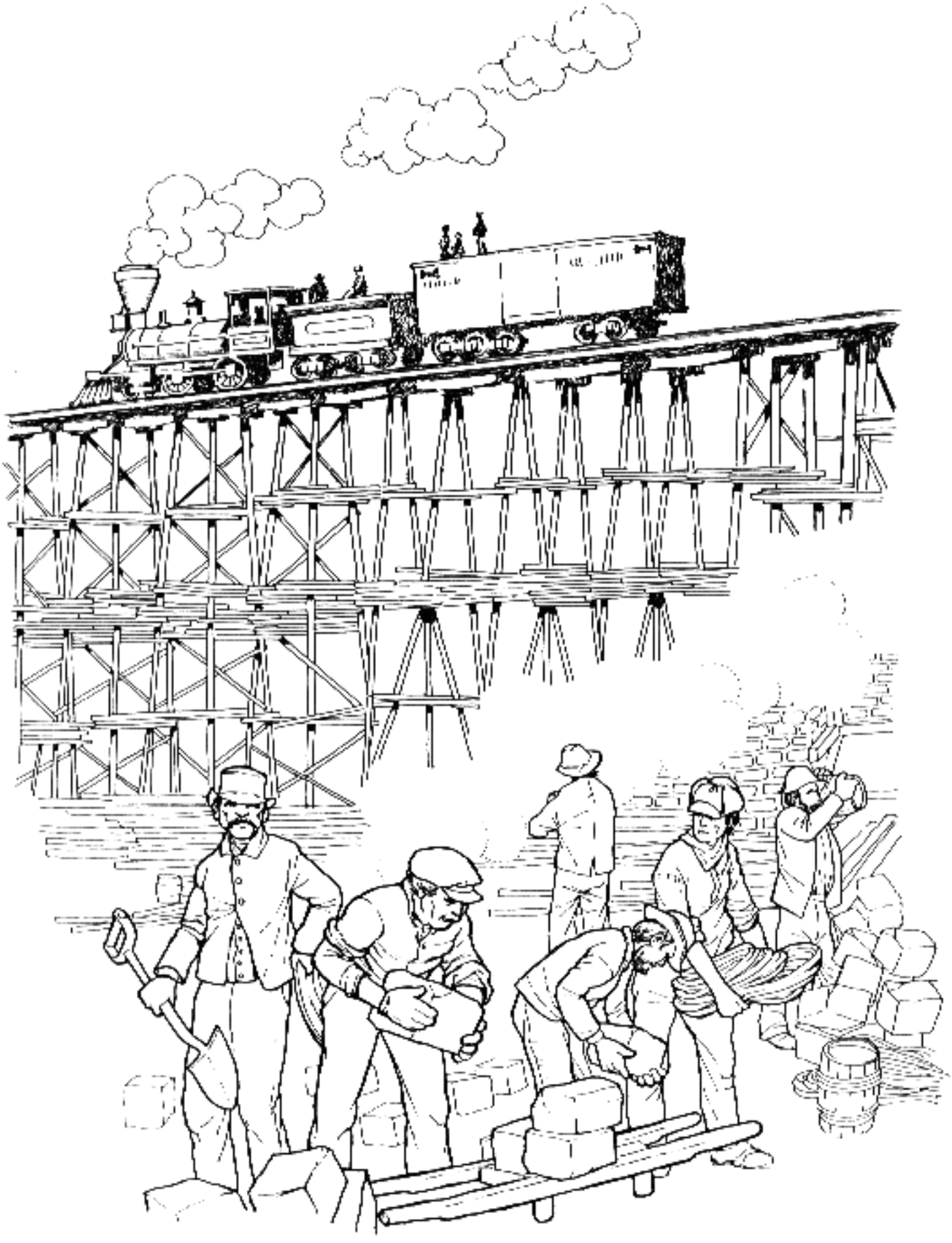
**Cheyenne attacking railroad workers, summer 1867.** Cheyenne warriors attack a Kansas Pacific work crew during the construction of the transcontinental railroad. The railroad companies maintained a stock of weapons with which the men could defend themselves, and sometimes called upon units of the United States Army to protect the work crews.



**A railroad section gang of the 1860s.** A typical Union Pacific work crew laying rails in the early days of the transcontinental railroad construction.

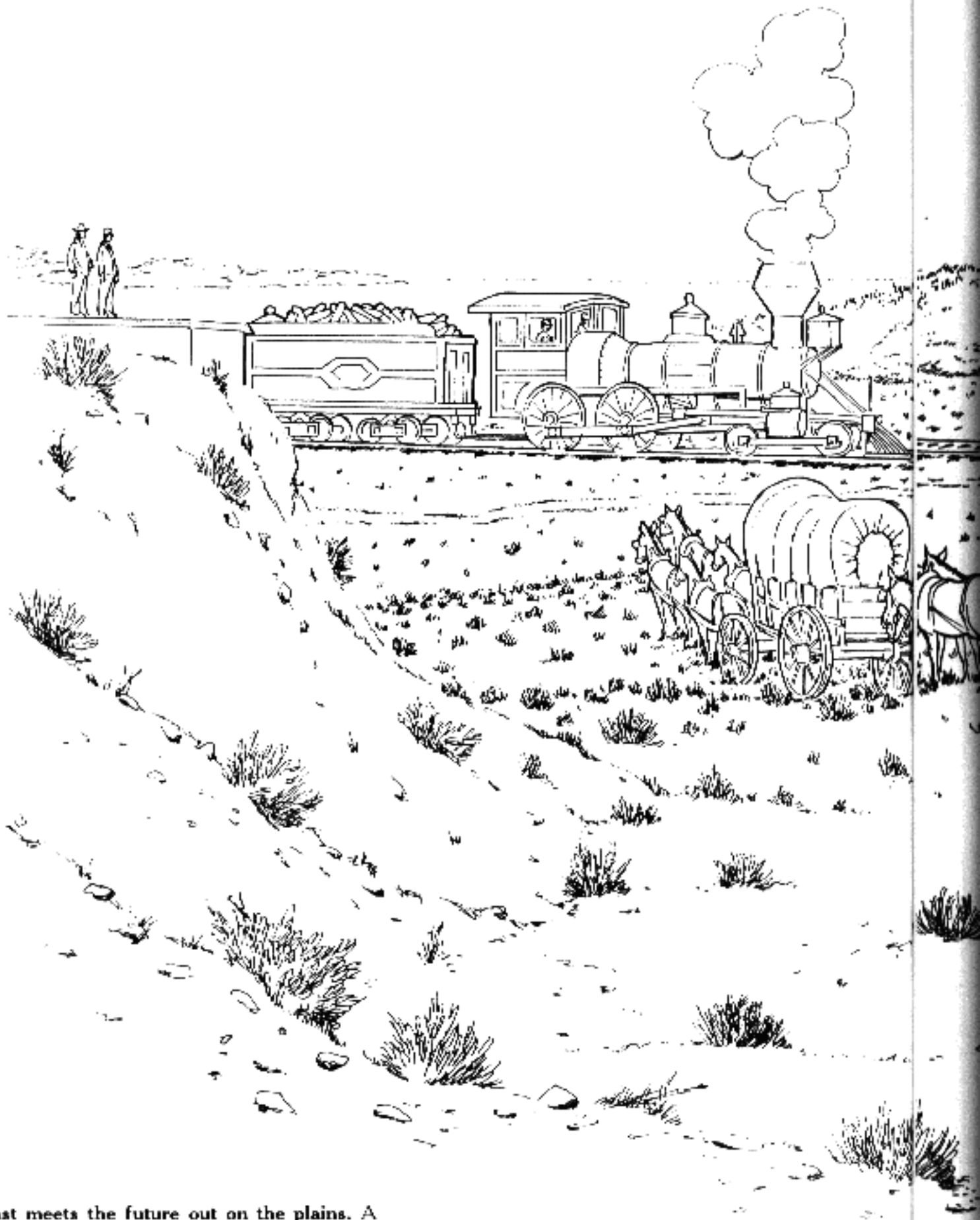


**A three-story bunkhouse for the workers of the Great Northern Railroad.** This home-away-from-home for railroad section gangs working in the Dakotas is guarded from Indian attack by Army troops.

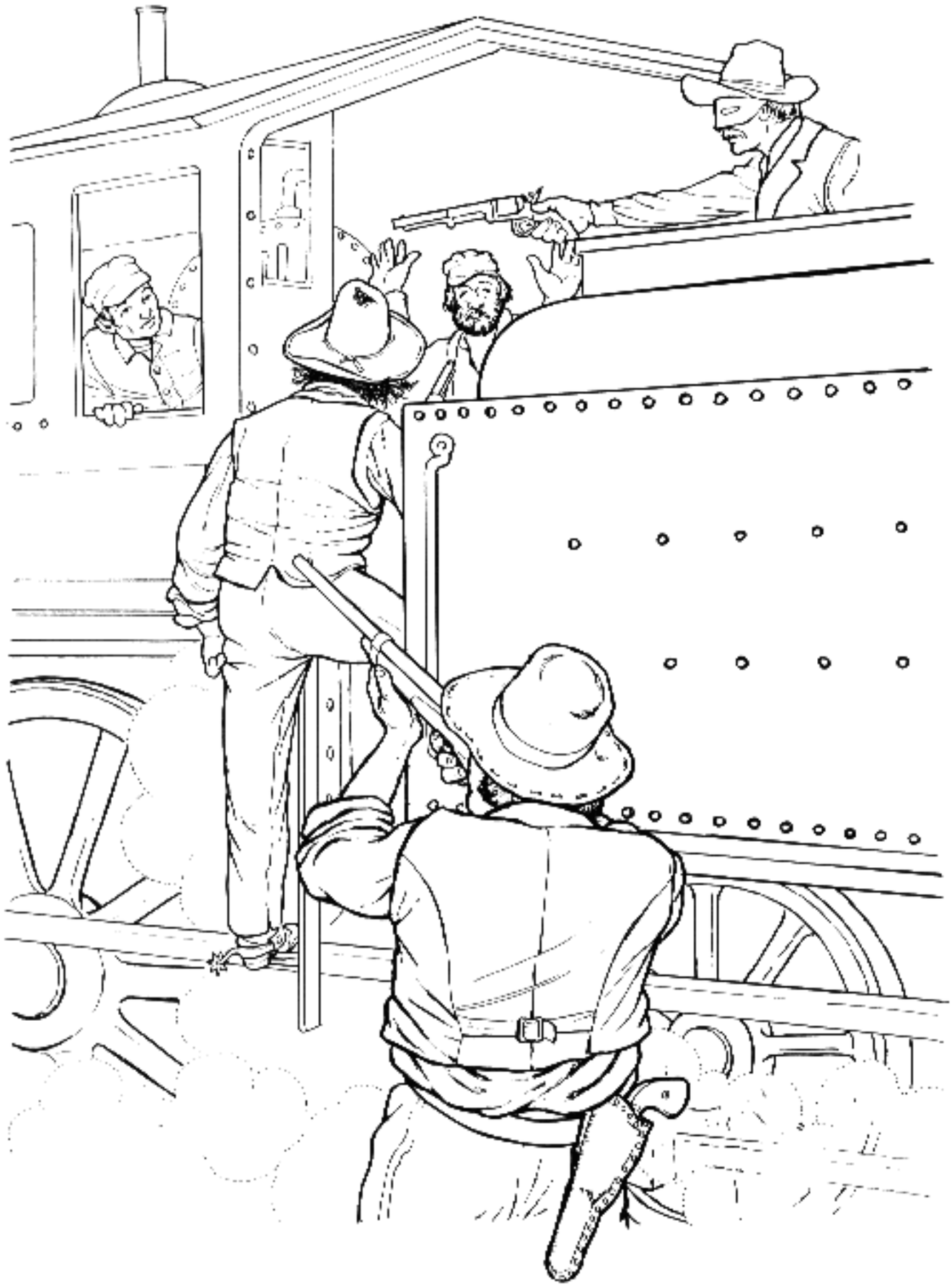


**Building temporary wood bridges, 1868.** In their race to lay track quickly, the Union Pacific and the Central Pacific often built temporary wooden bridges, even as permanent masonry construction was being built.

**Building trestles through the Rockies, 1869.** The Dale Creek bridge in Colorado, 125 feet high and 500 feet long, was built with timber brought all the way from Chicago, 1000 miles away.

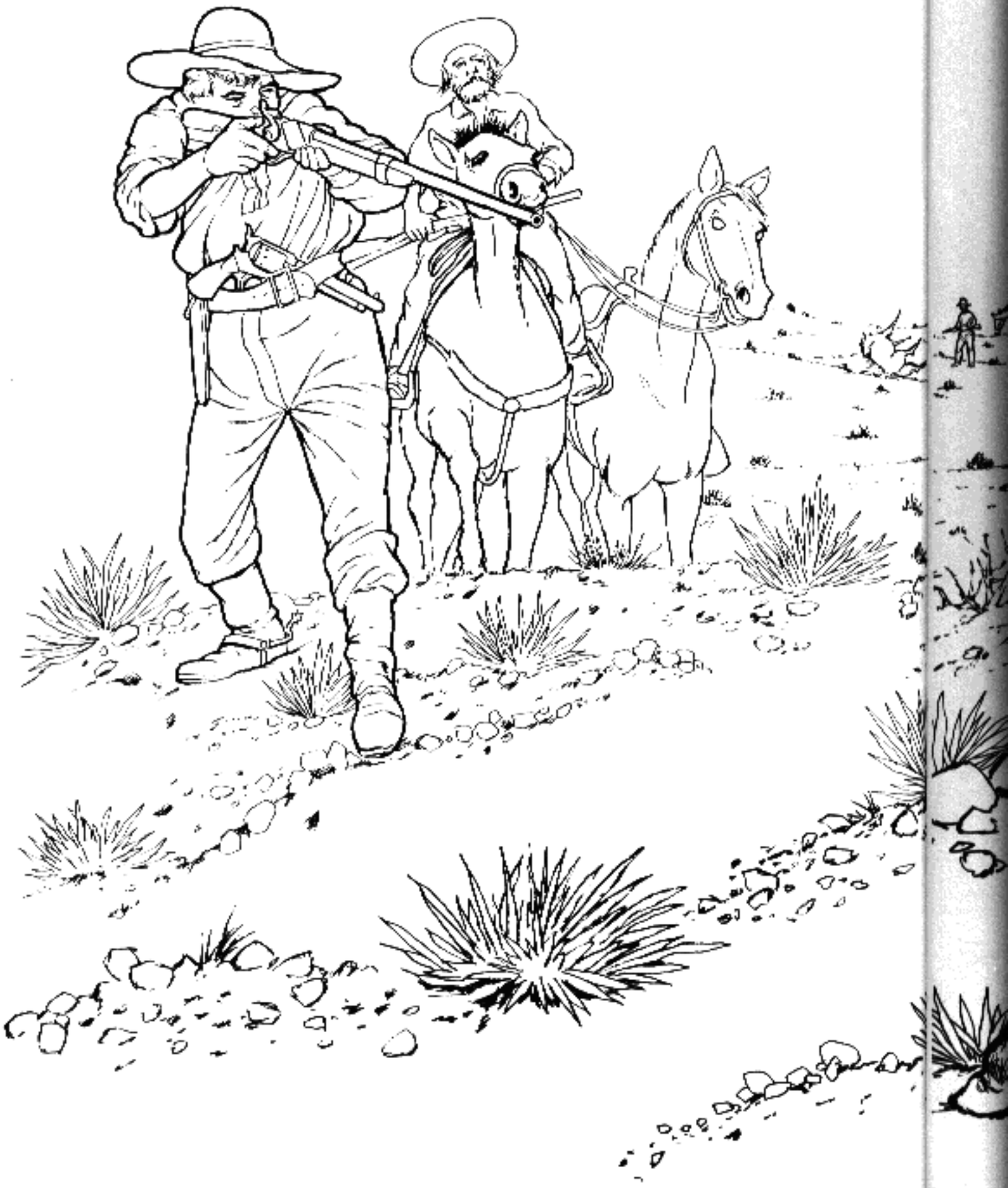


**The past meets the future out on the plains.** A wagon train crossing the plains meets the locomotive *Jupiter* steaming past the Great Salt Lake in Utah, carrying a party of dignitaries to a ceremony marking the completion of the Central Pacific Railroad.

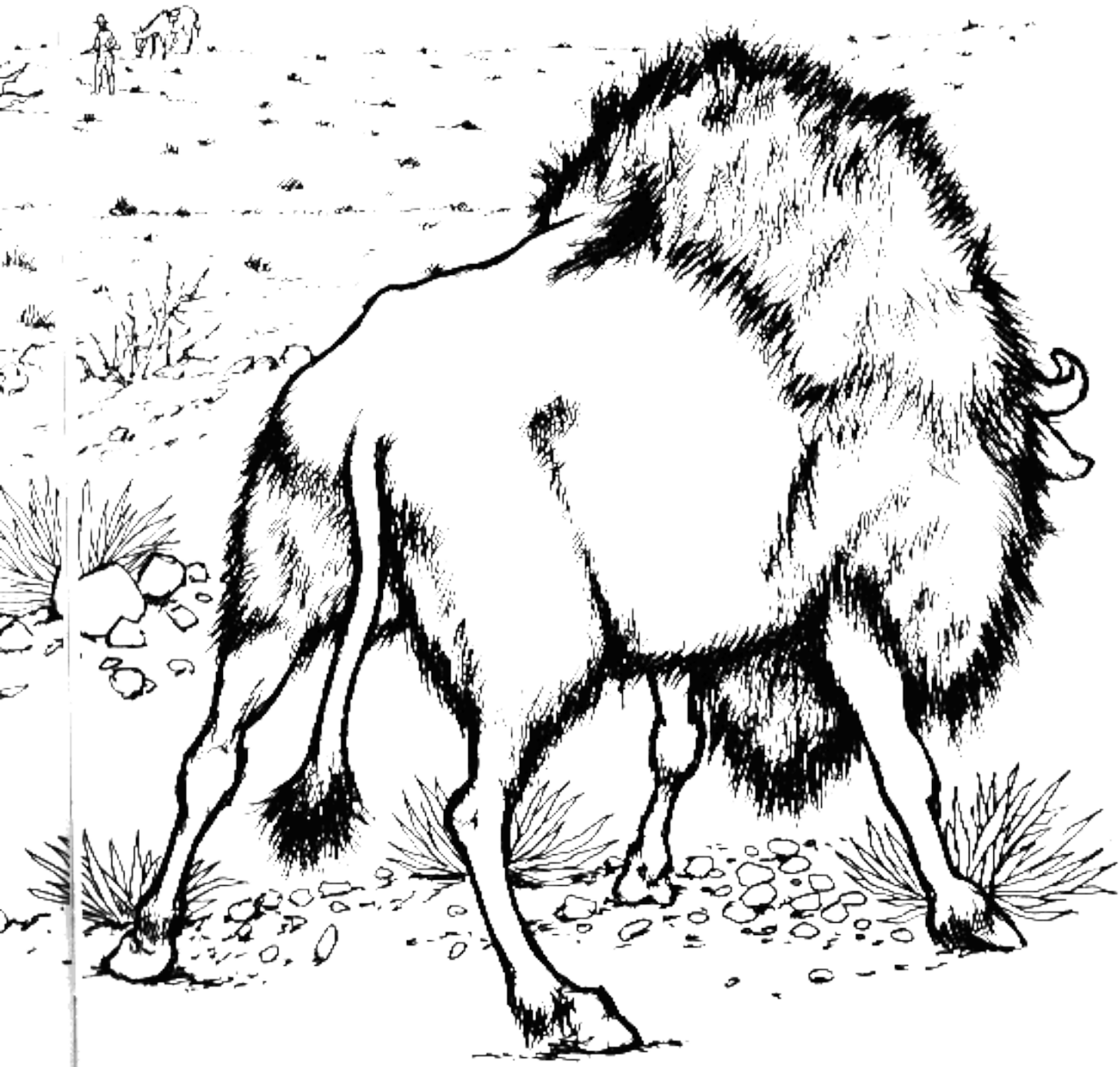


**Train robbers in action.** Train robbers like Jesse James and his gang saw the possibilities of large-scale theft aboard this new form of transportation. A train could carry far more passengers and freight than could the old-time stagecoach and the chance of bigger profits must have been attractive.

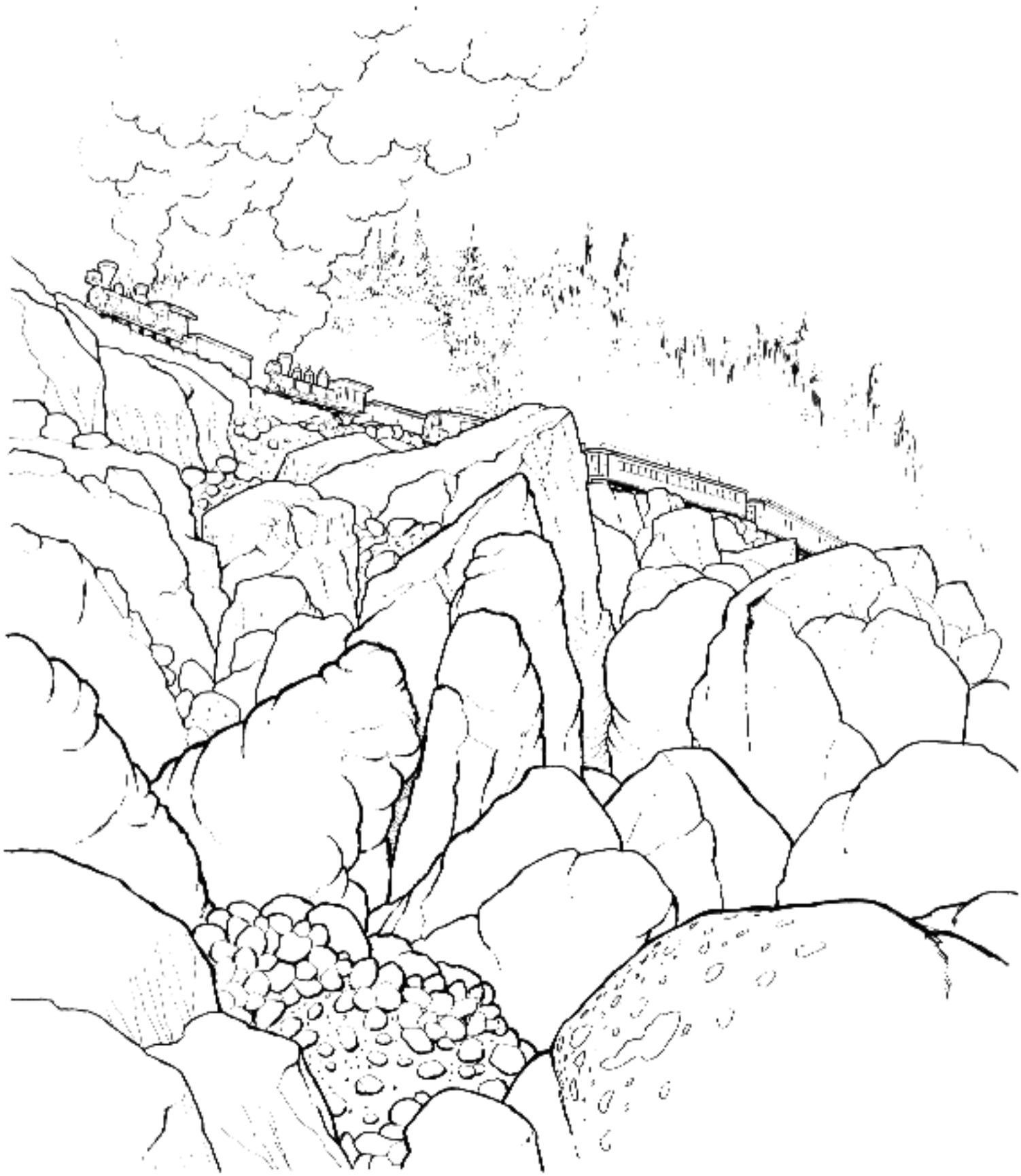
**Water tank and windmill at Laramie, Wyoming territory, 1869.** This large water tank was used to refill the water tanks of the steam locomotives on the Union Pacific line. The windmill provided power to refill the large tank from a well below ground.



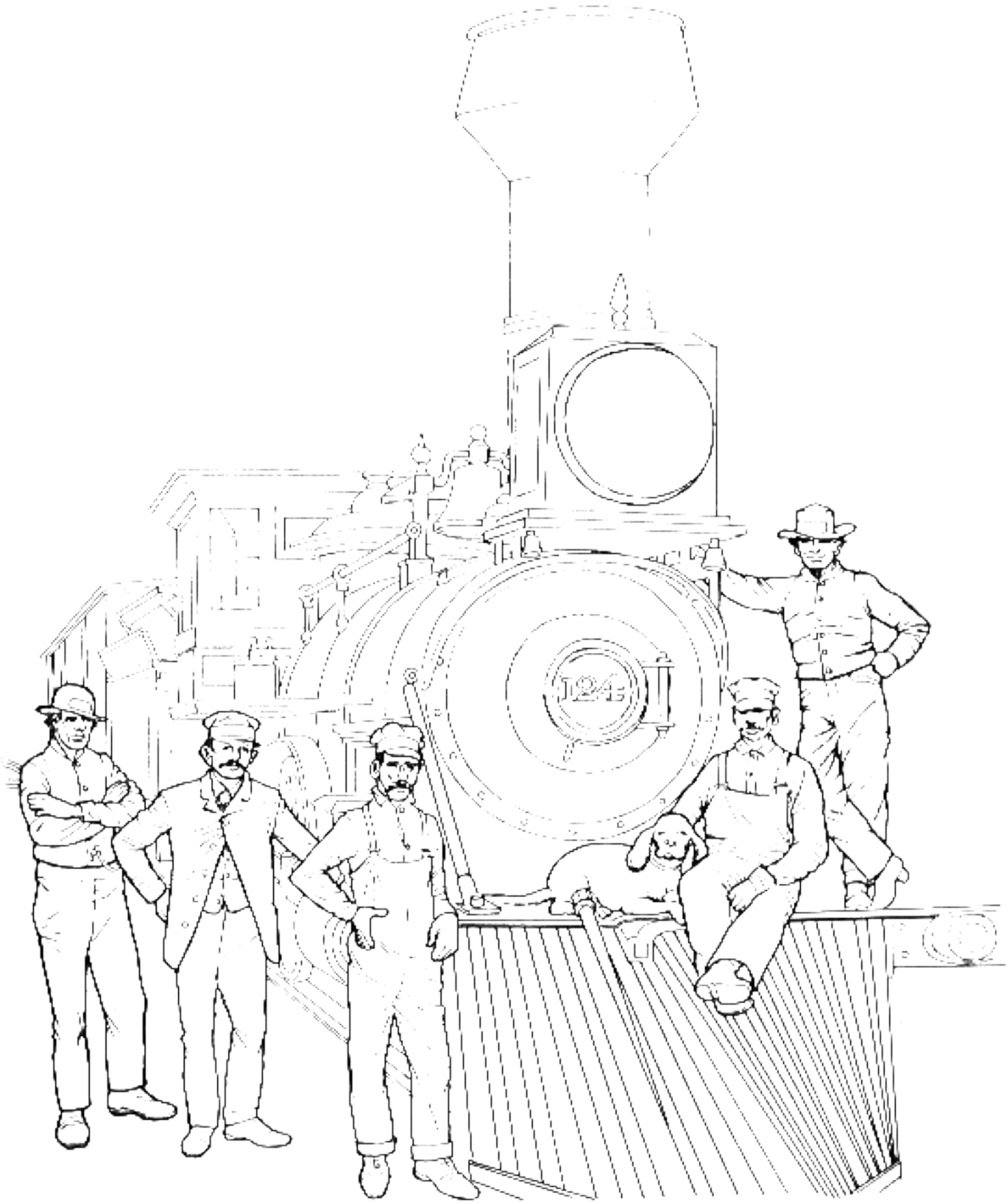
**Buffalo hunters.** A professional buffalo hunter at work in Montana in the 1880s. The hunter killed animals while on



foot, and was followed by skinners who took the hides for buffalo robes and overcoats, popular with Eastern buyers.



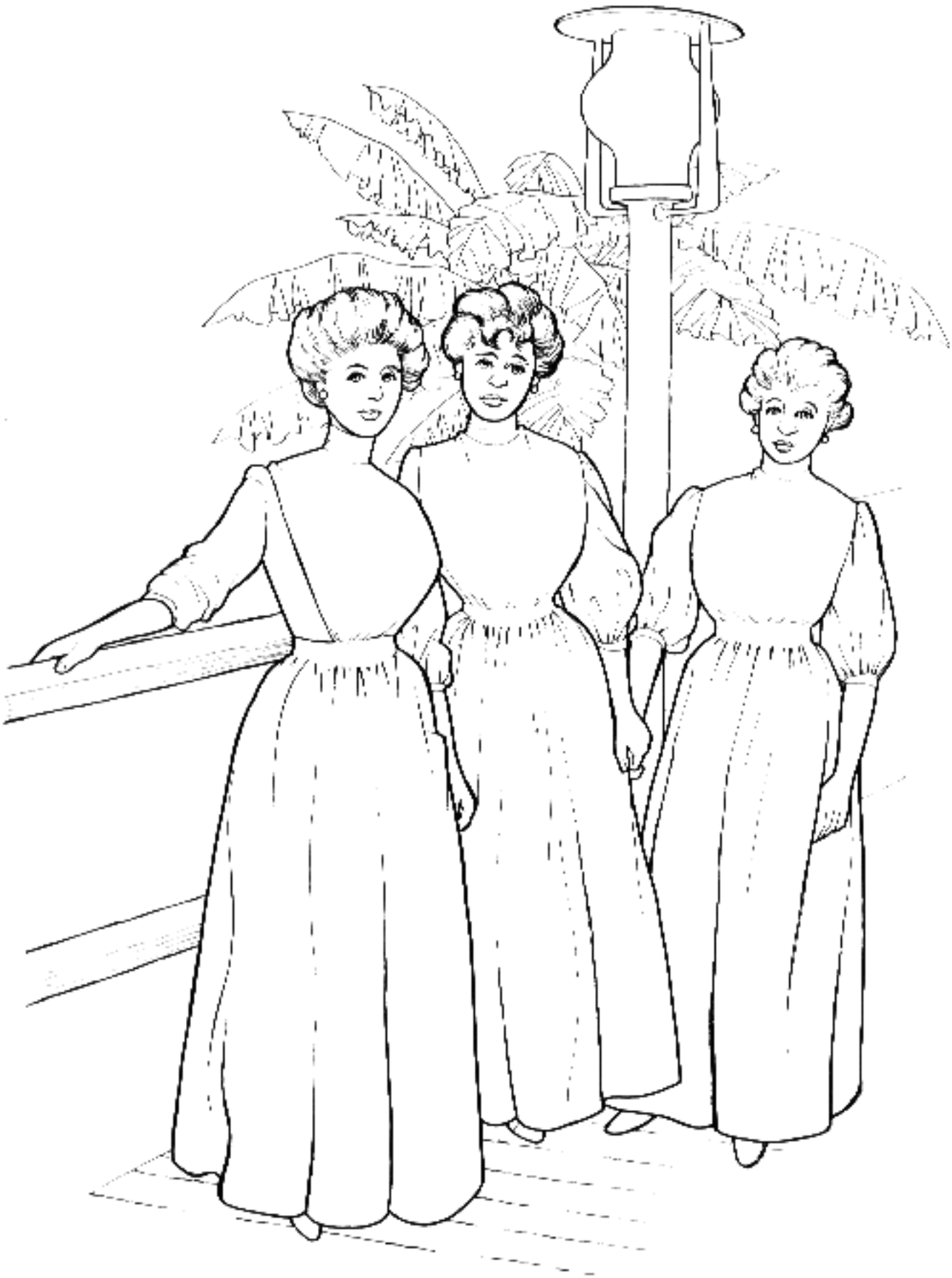
**Railroading in the mountains.** The Denver and Rio Grande Railroad built this narrow gauge rail line through the canyon of Rio de las Animas in Colorado at a cost of $140,000 a mile to serve an area that had before been accessible only by mule train.



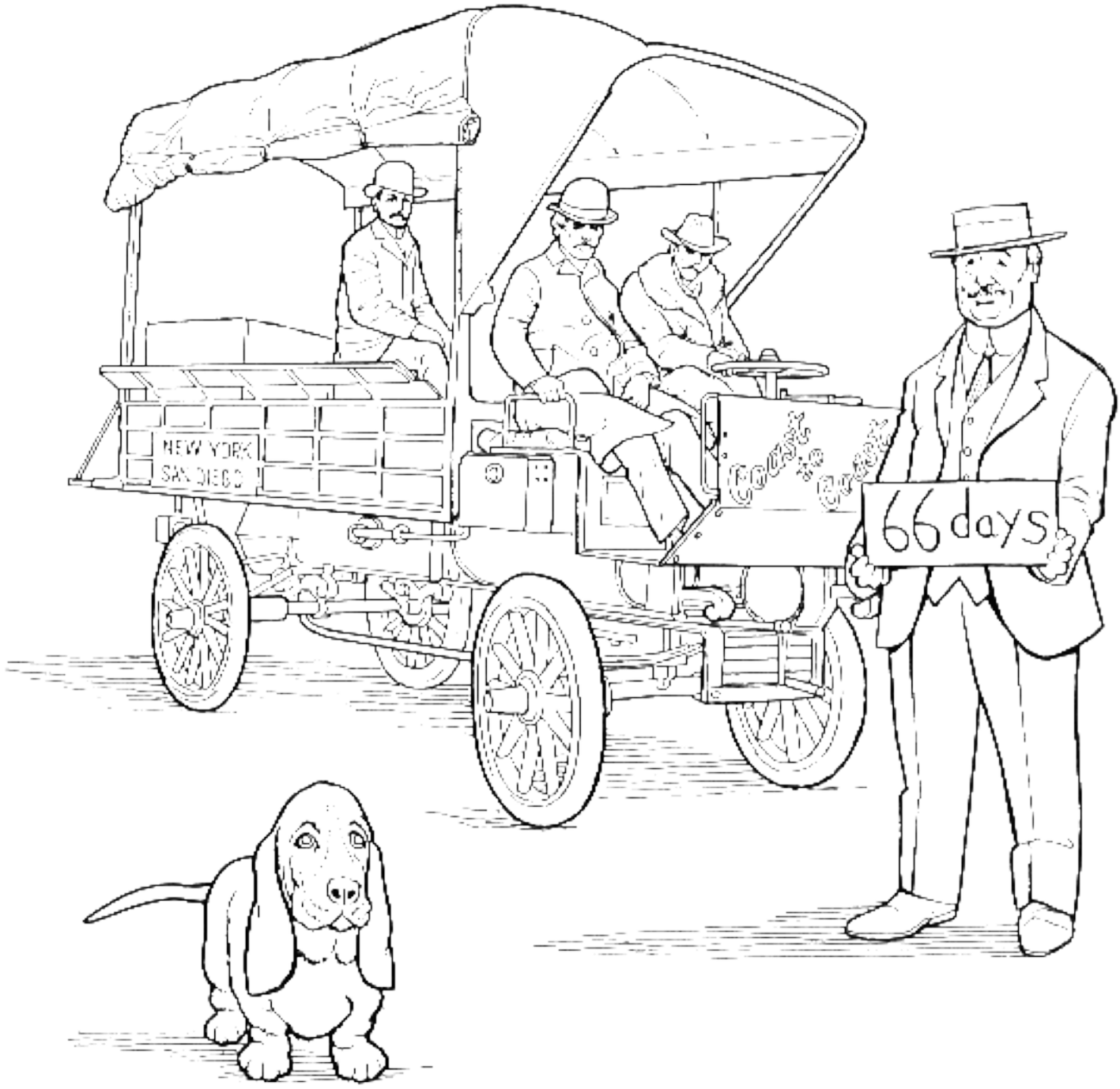
**A Central Pacific train crew of 1883.** At far left and far right are the two brakemen, and in the center, from left to right, are the conductor, engineer and fireman.

**Interior of a Western railroad passenger car.** The passengers aboard a Western railroad car in the 1880s had a much easier journey than had those who traveled West in wagon trains. Though their travel might be boring and

delayed by blizzards or floods, it was seldom that the hardships were anything like those endured by the pioneers who rode the wagon trains.



**Harvey girls at Rosenberg, Texas, 1893.** Fred Harvey was concessionaire for all the meals served along the Santa Fe railroad system, an empire of 47 restaurants, 15 railroad hotels and 30 dining cars. He introduced a new attraction in his restaurants—waitresses, "young women of good character, attractive, and intelligent." A dazzled customer wrote of one of them, "a fairer maiden I shall never see."




**A contestant in a coast-to-coast commercial truck contest, 1911.** An early entry into one of the coast-to-coast commercial truck contests that eventually established the modern truck transcontinental routes that we know today. The development of the internal combustion engine enabled road travel by auto and truck, then air travel, to span the nation ever more effortlessly, whereas not too many years before, horses, oxen and mules had borne the burden of Western travel.

# WESTERN PIONEERS
## COLORING BOOK
### PETER F. COPELAND

All the excitement of westward expansion and life on the American frontier can vividly be depicted in this carefully researched coloring book.

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